

SAILING DIRECTIONS CORRECTIONS

PUB 120 **2 Ed 2001** **LAST NM 30/03**
Page 43—Line 35/R to Page 44—Line 59/L; read:

Pilotage is compulsory in all coastal water of British Columbia under the jurisdiction of the Pacific Pilotage Authority (PPA). Compulsory pilotage may be waived, as follows:

1. Vessels entering a compulsory pilotage area for the purpose of embarking a licensed pilot, until the ship reaches the place arranged for boarding and the licensed pilot has boarded.
2. Vessels leaving a compulsory pilotage area after the pilot has disembarked in the course of the vessel's departure.

The pilotage region of the PPA consists of all Canadian waters in and around the province of British Columbia. The pilotage region is divided into five areas, as follows:

1. Area 1.—All waters of the Fraser River.
2. Area 2.—All Canadian waters between Vancouver Island and the mainland. Its S limit is near the pilot boarding position at the lighted buoy off Brochie Ledge near Victoria. Its N limit is a line between Cape Caution and Cape Sutil, on the N end of Vancouver Island.
3. Area 3.—All Canadian waters on the W coast of Vancouver Island.
4. Area 4.—All Canadian waters on the mainland N of Vancouver Island. This area extends 5 to 15 miles off the E shore of Vancouver Island.
5. Area 5.—All Canadian waters in and around the Queen Charlotte Islands. This area extends 3 to 20 miles off the W shore of Fecate Strait, leaving a channel through the strait that is not within a compulsory pilotage area. The area also extends 3 to 5 miles off the W and N shores of the Queen Charlotte Islands.

Arrival messages.—The master, owner, or agent of a vessel that is to arrive in a compulsory pilotage area shall notify the PPA of the vessel's ETA in **Coordinated Universal Time (UTC)** at the pilot boarding station, as follows:

1. At Victoria Harbor Cautionary Lighted Buoy—At least 12 hours prior to arrival. The ETA shall be confirmed or corrected 4 hours prior to arrival.
2. Off Cape Beale, at the entrance to Trevor Channel in Barkley Sound—At least 48 hours prior to arrival. The ETA shall be confirmed or corrected 12 hours prior to arrival.
3. Off the Triple Islands, near Prince Rupert—At least 48 hours prior to arrival. The ETA shall be confirmed or corrected 12 hours prior to arrival.
4. At such places that the PPA may designate—At least 48 hours prior to arrival. The ETA shall be confirmed or corrected 12 hours prior to arrival.

Radio messages from ships requiring pilotage shall be addressed to Pilots Victoria and sent via any Canadian Coast Guard Marine Communications and Traffic Service Center by radiotelephone. The pilot message shall include the following information:

1. The time in **UTC** that the pilot is required on board.

2. The place the vessel is to boarded.
3. The pilot service to be performed.
4. Whether or not the vessel is granted radio pratique.
5. The name, nationality, length, breadth, draft, and gross tonnage of the vessel.

Departure messages.—The master, owner, or agent of a vessel that is subject to compulsory pilotage shall notify the PPA in advance of the **Local Time** that a pilot is required to be on board a vessel that is to go:

1. From one place in a compulsory pilotage area to any other place in a compulsory pilotage area;
2. From one place in a compulsory pilotage area to a place outside a compulsory pilotage area; or
3. From a place outside a compulsory pilotage area to any place in a compulsory pilotage area.

A notice to obtain a pilot for departures and moves shall be given by calling a Pilot Dispatch Center, as follows:

1. The master, owner, or agent of a ship departing from a place where pilotage service is required shall place a Notice of Requirement in **Local Time** with the PPA at least 12 hours before the pilot or pilots are required to be on board the transportation to the ship specified in the Pilotage Order, or, at least 12 hours before the pilot or pilots are required to be on board the ship, if berthed at a place where pilots are based.

2. The Pilot Order Time as specified in a Notice of Requirement may be delayed once or cancelled without payment of cancellation fees if prior notice of delay or cancellation is received by the PPA not less than:

- a. 6 hours in the case of long jobs, i.e. pilotage assignment involving ports, places, or harbors on the W coast of Vancouver Island, and ports, places, or harbors N of 50°N, excluding Port Alberni, Campell River, Duncan Bay, Prince Rupert, and Kitimat.
- b. 4 hours in the case of Roberts Bank, English Bay, Fraser River Ports, all anchorages and berths E of Berry Point, and airports at Vancouver, Victoria, and Cassidy.
- c. 3 hours in all other cases.

The PPA may agree to waive the 12 hour Notice of Requirement providing the master, owner, or agent gives reasonable cause for not complying.

All Notices of Requirement scheduled between the hours of 1200 and 1700 shall be confirmed, delayed, or cancelled by 0900 daily. Any subsequent delays or cancellations will incur the appropriate detention or cancellation fees.

All Notices of Requirement scheduled between the hours of 1700 and 2100 shall be confirmed, delayed, or cancelled by 1200 daily. Any subsequent delays or cancellations will incur the appropriate detention or cancellation fees.

In cases of emergency involving danger to life, limb, or property, the PPA shall waive any Notice of Requirement and dispatch the first available pilot to cover the emergency.

Pilot boarding.—Should rough weather at Cape Beale or the Triple Islands prevent a pilot from boarding, the vessel should follow the pilot boat into more sheltered waters where embarkation is more practical.

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In clear weather vessels should indicate their desire for a pilot, by day, by hoisting the International Code flag "G" and, by night, by a signal of four long flashes on their signal lamp.

In fog or thick weather vessels should make a whistle signal of four long blasts. A repetition of this signal will assist the pilot boat in locating the vessel.

Pilot boats do not cruise on station but leave the pilot station on shore, subject to a vessel's ETA, in ample time to meet the vessel at the boarding station.

The attention of mariners is drawn to Rule 35(i) of the International Regulations for Preventing Collision at Sea, which reads: "A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b), and (g) of this Rule sound an identity signal consisting of four short blasts." Mariners are advised that pilot vessels on the coasts of Canada adhere to this rule for sound signals.

The pilot boats are fitted with radar to assist in locating and tracking vessels during periods of low visibility.

The pilot station at Victoria is equipped with VHF radio-telephones and maintains a 24-hour watch on VHF channel 16. All pilot vessels are similarly equipped and may be contacted on either VHF channel 16 or VHF channel 17.

(Can PAC 200; Can NM 6W/03, Section 4) 31/03

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Page 79—Line 11/L; insert after:

Tanker Regulations

Single hull oil tankers over 15 years old must contact the appropriate CROSS station 24 hours prior to entering the Exclusive Economic Zone of France.

(Fr NM 15/03) 31/03

Page 126—Line 16/L to Page 129—Line 22/R; read:

Western Mediterranean

1. **Sardinia—Golfo di Oristano**—Due to the presence of explosive devices on the bottom, anchoring and fishing are permanently prohibited in an area bound by the following positions:

- a. 39°44.2'N, 8°28.9'E.
- b. 39°48.1'N, 8°30.0'E.
- c. 39°47.3'N, 8°31.3'E.
- d. 39°46.5'N, 8°31.4'E.

2. **Capo Frasca**—Navigation, tourism, fishing, and other occupations are permanently prohibited along the coast of Capo Frasca in an area bound by lines joining the following positions:

- a. 39°42.8'N, 8°26.8'E.
- b. 39°42.8'N, 8°26.3'E.
- c. 39°46.2'N, 8°26.5'E.
- d. 39°46.6'N, 8°27.9'E.
- e. 39°44.7'N, 8°29.2'E.
- f. 39°44.2'N, 8°28.9'E.

3. **Sardinia—Giglio Point**—Anchorage, fishing, mooring, and underwater diving are prohibited in a circular zone with a radius of 150m centered on position

40°34'04"N, 8°12'14"E due to the presence of explosive devices on the bottom.

4. **Sardinia—Capo Caccia**—Anchorage, fishing, and related activities are prohibited in a circular zone with a radius of 150m centered on position 40°33'36"N., 8°09'44"E due to explosive devices on the bottom.

Ligurian Sea

1. **Alassio Waters**—Fishing is prohibited within an area extending 500m around the Island of Gallinara due residual ordnance.

2. **Genova**—Anchorage and fishing are prohibited in a circular zone with a radius of 0.5 mile lying nearly 1 mile SSW of Punta Vagno, due to the presence of a mine on the bottom.

3. **Bonassola**—About 1 mile offshore of Bonassola, at a depth of 40 to 45m, lies a wreck containing explosive ordnance.

4. **Punta Moneglia**—The water zone comprised between the parallel 44°13'30"N, the meridian 9°25'00"E, and the coast, is dangerous to underwater fishing due to the presence on the bottom of explosive ordnance.

5. **La Spezia Passages**—Navigating, fishing, and stopping are dangerous due to the presence of explosive ordnance in an area bound by lines joining the following positions:

- a. 44°02'36"N, 9°36'42"E.
- b. 43°57'42"N, 9°41'30"E.
- c. 43°56'30"N, 9°39'18"E.
- d. 44°01'24"N, 9°34'30"E.

6. **San Vincenzo**—Sunken hulls containing explosive ordnance lie on the bottom at the following positions centered on circles with a 0.5 mile radius:

- a. 43°07'18"N, 10°30'42"E.
- b. 43°07'24"N, 10°30'04"E.
- c. 43°09'00"N, 10°29'06"E.

7. **Isola Capraia**—A mine is reported to exist NW of the island in the vicinity of La Manza.

8. **Punta Ferraione**—A circular zone with a radius of 0.25 mile, lying about 550m N of Punta Ferraione, is dangerous due to the presence of an explosive device lying at a depth of 60m.

Tyrrhenian Sea

1. **Piombino**—The sea area, opposite the center of Enel (a small private harbor), 1 mile from Torre de Sale, is dangerous due to the presence of unexploded munitions lying at a depth of 15m.

2. **Isola d'Elba**—The waters off Porto Azzurro, within the 50m depth curve, are dangerous due to the presence of unexploded mines on the bottom.

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The sea area surrounding Isolotti Gemini, within the 40m depth curve, is dangerous due to the presence of unexploded mines on the bottom.

3. **Isola Pianosa**—A mine is reported to exist near Isolotto La Scola at a depth of 80m.

Unexploded ordnance is reported to lie 20m from Punta del Marchese.

4. **Follonica**—An area that is dangerous due to the presence of an explosive device on the bottom is located within the area bound by lines joining the following positions:

- a. 42°52.5'N, 10°45.1'E.
- b. 42°52.8'N, 10°45.6'E.
- c. 42°53.5'N, 10°44.6'E.
- d. 42°53.1'N, 10°44.7'E.

5. **Talamone**—A wreck lies approximately 1 mile W of the tower Cala Forno. It is reported to contain unexploded ordnance which has been dispersed on the bottom.

It is prohibited to anchor or fish within 1.5 miles of the coast between the tower on Cala Forno and the mouth of the Ombrone River.

6. **Civitavecchia**—Entry is prohibited due to the presence of possibly explosive devices on the bottom of the sea areas to the NW of the harbor within an area bound by lines joining the following positions:

- a. 42°21.3'N, 11°26.0'E.
- b. 42°18.4'N, 11°33.0'E.
- c. 42°16.6'N, 11°32.4'E.
- d. 42°19.0'N, 11°24.2'E.

An explosive device is found within 150m of position 42°07.8'N, 11°07.7'E.

7. **Capo d'Anzio**—In the vicinity of Arco Muto, unmarked explosive devices are located in a depth of 4m about 100m off the coast.

8. **Anzio**—An explosive device lies about 1 mile E of the end of Molo Innocenziano at a depth of 7m. Vessels in transit should navigate with caution.

9. **Sardinia—Maddalena Archipelago—Roads of Mezzo Schifo**—Anchorage and fishing are prohibited in Mezzo Schifo Roads due to explosive devices on bottom.

10. **Sardinia—Maddalena Archipelago—Waters around the island of Spargi**—Anchoring, fishing, and related activities are prohibited at all times due to explosive ordnance in a circular zone, with a radius of 200m, centered on position 41°13'54"N, 9°21'25"E.

11. **Sardinia—Maddalena Archipelago—Island of Caprera—Port Palma**—Anchorage and fishing are prohibited in an area centered on position 41°10.88'N, 9°26.98'E, due to projectiles and other devices and other explosive devices that could be in the area.

12. **Capo San Lorenzo**—The following areas are dangerous to navigation and fishing due to the presence of explosive devices:

A. The area between the parallels 39°30'30"N, 39°32'30"N, and the meridian 9°41'00"E.

B. The area bound by lines joining the following positions:

- a. 39°29'30"N, 9°38'30"E.
- b. 39°29'30"N, 9°39'30"E.
- c. 39°31'30"N, 9°39'30"E.
- d. 39°31'30"N, 9°38'00"E.

C. The sea area within 1 mile of position 39°30'45"N, 9°40'39"E.

D. The circular zone with a radius of 2 miles centered on position 39°29'N, 9°42'E is prohibited to anchoring and fishing due to the presence of an explosive device at a depth of 90m.

13. **Capo Teulada**—Anchoring and fishing are permanently prohibited due to the presence of unexploded devices on the bottom in an area bound by lines joining the following positions:

- a. 38°56'52"N, 8°37'12"E.
- b. 38°56'18"N, 8°32'24"E.
- c. 38°52'54"N, 8°35'30"E.
- d. 38°51'30"N, 8°39'00"E.
- e. 38°53'48"N, 8°42'06"E.
- f. 38°54'00"N, 8°44'14"E.
- g. 38°55'22"N, 8°42'38"E.

However, transit through the above area is prohibited only during periods of firing practice, for which specific orders are periodically issued.

14. **Mondragone**—Anchoring, fishing and other related activities are prohibited in the locality of Sinuessa due to the presence of numerous explosive devices on the bottom in an area bound by lines joining the following positions:

- a. 41°09.0'N, 13°49.5'E.
- b. 41°09.0'N, 13°50.0'E.
- c. 41°07.0'N, 13°51.5'E.
- d. 41°07.0'N, 13°51.0'E.

15. **Gaeta**—The presence of numerous devices of a military wartime nature has been reported in the area off the locality of Monte Orlando (Grotta del Turco) at a distance of 100m and for a stretch of 100m parallel to the coast. (This point is within the area of the Monte Orlando Preserve).

16. **Canale di Procida**—Explosive ordnance lies scattered on the bottom, on the E edge of the 26m shoal, at approximate position 40°45.2'N, 14°05.5'E (about 1.3 miles S of Capo Miseno).

17. **Golfo di Pozzuoli—Miseno**—Navigation, anchorage, and all other activity are prohibited in the sea area extending 300m to the E of the mussel bed due to the presence of an explosive device on the bottom.

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18. **Penisola Sorrentina—Marina di Lobra**—The stopping and mooring of ships and all craft in general, fishing, and all underwater activity are prohibited in a 400m wide stretch of water which extends SE from Scoglio Vervece and connects the head of Molo Foraneo with the landing place at Marina di Lobra due to the presence of explosive devices contained within a submerged fishing net.

19. **Capri**—The probable presence of explosive devices in depths of about 70m has been reported near the connection of the submerged pipeline that links Capri (outer base of the downstream mole of the port of Capri) to Baccoli Point (Sorrentina Peninsula) in the following positions:

- a. 40°34'54"N, 14°17'12"E.
- b. 40°35'00"N, 14°17'30"E.
- c. 40°34'40"N, 14°17'21"E.
- d. 40°34'47"N, 14°17'38"E.

20. **Golfo di Policastro—Villamare**—The sea area along the coastal strip of Via Torre-Vibonati-Villamare, extending for a length of 0.2 mile and up to 100m off the coast, is dangerous to navigation and prohibited to fishing and anchorage due to the presence of explosive devices on the bottom.

21. **Golfo di Policastro—Scario**—Explosive devices are located, in depths of 9 to 11m, in the vicinity of position 40°03.0'N, 15°29.7'E.

22. **Golfo di Policastro—Scalea**—The circular zone offshore of Torre Lao (Scalea), with a radius of 300m centered on position 39°48'54"N, 15°47'18"E is prohibited to transiting, mooring, stopping, and fishing due to the existence of explosive devices on the bottom. The center of the area is marked by two red buoys.

23. **Golfo di Sant' Eufemia**—The sea area off the coast, bounded by the parallels 38°50'N and 38°53'N and up to 0.5 mile off this same coast, is dangerous to navigation and prohibited to fishing and anchorage due to the presence of explosive devices on the sea bottom. A wreck, covered with mud and containing explosive ordnance, lies on the bottom at position 38°45'30"N, 16°11'30"E about 0.3 mile N of the Tonnara chimney.

The area within a 0.5 mile radius from the above position is prohibited to anchorage and any underwater operations.

24. **Capo Cozzo**—A device dangerous to navigation lies at a depth of about 12m, about 100m from the coast in the vicinity of Zambrone.

25. **Sicily—Formiche Shoals**—Anchoring, sailing, fishing, and other related activities of any kind are prohibited in the area of the seawall of Argo Capo d'Orlando up to 250m from land due to the presence of numerous explosive devices on the bottom.

26. **Golfo di Castellammare**—Anchoring, sailing, and stopping by any vessel or craft, along with any other related water activities, are prohibited due to the presence of a wartime device in the area bound by lines joining the following positions:

- a. 38°06.0'N, 12°47.9'E.
- b. 38°06.2'N, 12°48.4'E.
- c. 38°05.8'N, 12°48.7'E.
- d. 38°05.6'N, 12°48.3'E.

Stay clear a distance of no less than 0.5 mile from this area.

Anchoring, sailing, and fishing are prohibited, until further notice, and navigation is dangerous in the area of Cala dei Muletti, about 3.2 miles SSE of Capo di Rama, due to the presence of explosive ordnance on the sea bottom.

27. **Sicily—Northwest of Trapani**—Unexploded ordnance may be found in the area bound by lines joining the following positions:

- a. 38°25'N, 12°06'E.
- b. 38°17'N, 12°14'E.
- c. 38°12'N, 12°06'E.
- d. 38°20'N, 11°56'E.

28. **Sicily—Trapani**—Unexploded ordnance may be found within 1 mile of position 37°46.5'N, 11°58.5'E.

29. **Sicily—Porto Empedocle**—Unexploded ordnance may be found within 1 mile of position 37°13'21"N, 13°17'07"E.

Ionian Sea

1. **Waters around Magnisi Peninsula**—The zone contained between the parallels 37°09'48"N, 37°09'15"E and the meridians 15°17'05"E and 15°15'55"E, is permanently prohibited for mooring and fishing and is dangerous to navigation due to submerged ordnance.

2. **Capo Spartivento**—Explosive ordnance is reported to lie in position 37°53'49.0"N, 16°00'49.2"E.

3. **Golfo di Taranto**—An unexploded mine is located in position 39°03.2'N, 17°11.0'E. Vessels should give this position a berth of at least 0.5 mile.

4. **Golfo di Taranto**—The presence of explosive ordnance is reported to lie in position 40°21'N, 16°58'E, in depths of over 650m; it poses a danger to deep-sea research.

5. **Taranto**—Explosive ordnance is reported to lie in an area SW of Isola San Pietro and Isolotto San Paolo, bounded by the bearing 270° from Punta La Forca, the line of the dike which joins the two islands, and the bearing 180° from the red light of San Paolo, in depths between the 40 and 140m curves.

6. **Taranto**—The following areas are prohibited to anchoring and fishing due to the presence of unexploded ordnance:

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Area 1—Bound by lines joining the following positions:

- a. 40°28.0"N, 17°05.7"E.
- b. 40°27.2"N, 17°06.6"E.
- c. 40°27.7"N, 17°09.7"E.
- d. 40°28.5"N, 17°10.4"E.

Area 2—Bound by lines joining the following positions:

- a. 40°25.2"N, 17°10.6"E.
- b. 40°25.7"N, 17°11.6"E.
- c. 40°24.2"N, 17°11.5"E.

7. **Porto Cesareo**—Unexploded ordnance, in depths of 15 to 20m, lies within 100m of Torre Chianca.

8. **Punta del Pizzo**—Due to the presence of explosive ordnance on the bottom, in a depth of about 70m, navigation is dangerous within a radius of 1 mile of the point situated 5.5 miles S of Punta del Pizzo.

Adriatic Sea

1. **Punta San Cataldo**—Anchoring and fishing are prohibited, and navigation is dangerous, due to the presence of explosive ordnance on the sea bottom in an area bound by lines joining the following points:

- a. 40°25'31"N, 18°15'30"E.
- b. 40°30'20"N, 18°16'30"E.
- c. 40°29'25"N, 18°19'03"E.
- d. 40°27'45"N, 18°20'58"E.
- e. 40°25'55"N, 18°22'28"E.
- f. 40°23'05"N, 18°23'18"E.
- g. 40°23'54"N, 18°17'30"E.

2. **Molfetta**—Explosive ordnance lies 7.1 miles, bearing 051°, from Molfetta Light.

Unexploded ordnance lies within an area bound by lines joining the following positions:

- a. 41°48'30"N, 16°52'07"E.
- b. 41°48'49"N, 16°54'47"E.
- c. 41°43'52"N, 16°55'50"E.
- d. 41°43'33"N, 16°53'10"E.

3. **Fiume Ofanto (Barletta)**—Navigation and fishing are prohibited due to the presence of explosive ordnance on the bottom, in an area at the mouth of the river Ofanto, near the Barletta coast, bounded by a line joining the following points:

- a. 41°21'45"N, 16°12'16"E.
- b. 41°23'48"N, 16°13'28"E.
- c. 41°23'00"N, 16°15'16"E.
- d. 41°21'20"N, 16°16'23"E.
- e. 41°20'30"N, 16°14'08"E.

4. **Isole di Tremiti—Isola Pianosa**—The sea area surrounding Isola Pianosa, up to 0.3 mile from the coast, is prohibited to navigation, anchorage, underwater fishing, and stopping due to the presence of residual unexploded ordnance on the bottom within approximately 100m of the coast.

5. **Pesaro**—Unexploded ordnance lies in a depth of 7m within 500m of position 43°55.5'N, 12°55.2'E.

6. **Cattolica**—Anchoring and fishing are permanently prohibited due to the presence of explosive ordnance on the sea bottom in the area bound by lines joining the following positions:

- a. 43°58'18"N, 12°45'15"E.
- b. 43°58'18"N, 12°45'24"E.
- c. 43°58'12"N, 12°45'24"E.
- d. 43°58'12"N, 12°45'15"E.

7. **Porto Garibaldi** (Mouth of Fiume Reno)—Anchoring and fishing are permanently prohibited due to the presence of explosive ordnance on the sea bottom in the area bound by lines joining the following positions:

- a. 44°39'00"N, 12°15'00"E.
- b. 44°43'00"N, 12°22'00"E.
- c. 44°31'30"N, 12°22'00"E.
- d. 44°33'00"N, 12°17'10"E.

This area is dangerous due to missile firing from 0730 of each Monday until 1300 of each Saturday.

8. **Malamocco**—A wreck with a depth of 14.5m lies in position 45°17'15"N, 12°35'03"E. The zone centered around this wreck with a radius of 1 mile is dangerous for anchoring, trawling, and fishing due to the wreck itself and by explosive material scattered on the bottom.

Another zone which contains unexploded ordnance lies S of the entrance channel to Malamocco. Vessels are cautioned not to anchor, dredge, trawl, lay cable, bottom, or conduct any similar type of operation in this area.

9. **Punta del Tagliamento to Bibione**—Fishing and anchoring are dangerous due to the presence of explosive ordnance on the bottom in an area bound by lines joining the following positions:

- a. 45°37'50"N, 13°04'18"E.
- b. 45°37'00"N, 13°04'18"E.
- c. 45°36'20"N, 13°04'30"E.
- d. 45°36'20"N, 13°05'12"E.
- e. 45°37'00"N, 13°05'20"E.
- f. 45°37'50"N, 13°05'20"E.

10. **Grado**—Fishing and anchoring is dangerous to starboard of the access channel to Grado due to the presence of mines on the bottom in an area bound by lines joining the following positions:

- a. 45°39'58"N, 13°22'05"E.
- b. 45°39'58"N, 13°22'45"E.
- c. 45°39'26"N, 13°22'45"E.
- d. 45°39'26"N, 13°22'21"E.
- e. 45°39'40"N, 13°22'21"E.

(Ital Annual Notice No. 3 of 2003)

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PUB 163

8 Ed 2002

LAST NM 30/03

Page 244—Lines 5 to 31/R; read:

9.50 Santan Oil Terminal (0°06'N., 117°32'E.) (World Port Index No. 51815), with numerous platforms, wells, mooring buoys, pipelines, and an approach channel marked by lighted buoys, is situated between Tanjung Marangkayu

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and Tanjung Santan.

Pilots and Terminal Contact Info	
Telephone	
Terminal	+62(0)542 548100
Pilots	+62(0)542 548107 +62(0)542 548321
Fax	
Terminal	+62(0)542 548210
E-Mail	
Terminal	stnmo@unocal.com
Pilots	stnmmaster@unocal.com stnmarine@unocal.com

Additional platforms and pipelines extend N along the coast for about 11 miles above Tanjung Santan. Anchoring is prohibited within 1 mile of the platforms and pipelines. Vessels inbound to the anchorage area, which lies centered about 5.25 miles SE of Tanjung Santan, should keep to the N of the approach channel lighted buoys. The facility can handle tankers up to 130,000 dwt, with a maximum length of 265m and a maximum draft of 25m.

A loading platform, marked by a light, is situated 1.75 miles WNW of the terminal. Vessels up to 4,700 dwt and with an overall length between 60 and 110m are permitted to berth and load propane. The depth alongside this berth is 11.6m.

The ETA should be sent to the terminal 72 hours, 48 hours, and 24 hours prior to arrival. Vessels should contact "Santan Control" on VHF channel 16 or 9 for mooring or anchoring instructions. There is a depth of 28m in the vicinity of the mooring buoy.

Pilotage by a Mooring Master is compulsory. Vessels berth between 0600 and 1800 local time. Berthing may be allowed at night with permission of the harbormaster. The pilot will board in the anchorage area.

Prohibited and restricted areas, best seen on the chart, lie in the area. All vessels should navigate with caution.

(BA NM 17/03, Section VI)

31/03

PUB 172 9 Ed 2001 LAST NM 29/03

Page 210—Lines 50 to 53/L; read:

inside the harbor entrance; caution is necessary as depths of as little as 13.3m lie inside the edges of the dredged channel.

Dredging is underway (2003) in the access channel. The channel is being deepened to 17m and widened to 325m. This will allow for two-way traffic in the channel.

The harbor is divided into two basins. The outer basin,

(BA NM 26/03, Section IV)

31/03